



Tattersall's Club Magazine

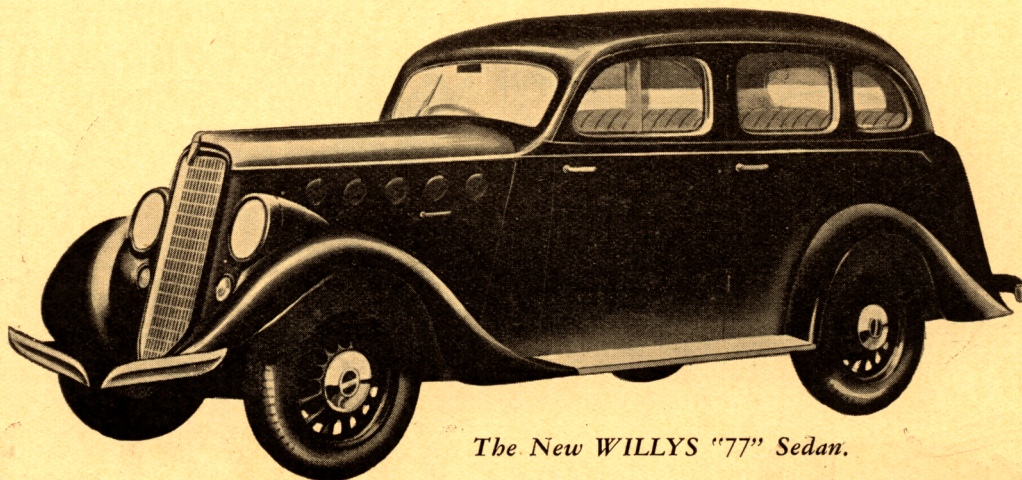
The
OFFICIAL ORGAN
OF
TATTERSALL'S CLUB
SYDNEY.

Vol. 8. No. 12. 1st February, 1936



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Tattersall's — Club — Magazine

*The Official Organ of Tattersall's
Club, 157 Elizabeth Street, Sydney.*

Vol. 8.

FEBRUARY 1, 1936

No. 12

Tattersall's Club

157 Elizabeth Street,

Sydney



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TATTERSALL'S CLUB was established on the 14th May, 1858, and is the leading sporting and social Club in Australasia.

* * *

The Club House, situated at 157 Elizabeth Street, Sydney, is up-to-date and replete with every modern convenience for the comfort of members, while the Dining Room is famous for quality food and reasonable prices.

* * *

The Swimming Pool on the third floor is the only elevated Pool in Australasia, and from the point of view of utility and appearance, compares favourably with any indoor Pool in any Club in the World.

* * *

The Club conducts four days racing each year at Randwick Racecourse, and its long association with the Turf may be judged from the fact that Tattersall's Club Cup was first run at Randwick on New Year's Day, 1868.

* * *

The next Race Meeting will be held on Saturday, 9th May, 1936.

The Club Man's Diary

The favourite sports of King George were those of his father—horse racing and yachting—although he was keener on yachting, which brought him greater success and, probably, more personal satisfaction.

While in the sporting realm we remember Edward VII. by his Derby victories with Per-simmon and Diamond Jubilee, the name of George V. is more associated with a recollection of the yacht *Britannia*, on which he was proud to be reckoned "one of the crew."

And he had the love of a good yachtsman for a good yacht, just as we speak of the love of a good horse-owner for a good horse—something that touches the apex of sport detached from its triumphs and recompenses.

So in his last season as a yachtsman, George V. practically pensioned off the *Britannia*. She became antiquated as a model, she could not toe it with modern craft, and George V. would not have her re-designed and generally messed about with. He decreed to keep her just as she was in her heyday; he would not scrap the memory of a worthy craft. He shrank from the spectacle of seeing his old favourite staggering to stern.

In that alone, his Majesty shared a sentiment with persons of ordinary rank, and showed that sportsmanship knows no caste or gradations. Such will be written of him when an historical survey of his reign comes to be recorded.

King Edward VII. was what we know as "a lucky owner"; also, he was a plucky bettor. His son was an unlucky owner, and a cautious, even reluctant bettor. Never in his turf career had he really "the wind behind him." Indeed, his certainties failed with dispiriting regularity. Still, he did not become impatient,

Royal colours happened to be the Queen's favourite. She walked down and patted it. All the Royal family were there to congratulate the King—but it failed to come on when expected.

And what happened? The King walked across and congratulated the owner of the winner, then did the honours in regard to his trainer and jockey.

Perhaps the King was more a lover of horses than a lover of horse racing. He eyed a Clydesdale with the same satisfaction as he would a Derby colt; and while he did not a hunting go, or claimed any excellence in horsemanship, he was fond of a morning canter.

The Duke of Gloucester took after his father, and let it be known during his visit here that racing attendance represented more a duty than a gratification. But, one in close touch with H.R.H. informed me that he would travel miles for the pleasure of looking over a good horse.

The present King is different. He is a horse-man by instinct, if not by accomplishment, and retired from hunting and point to point racing, not because of his many spills—not because he was styled 'Heir to the Throne' but because of official

pressure. The King-to-be, it was explained at the time, should not risk his life unnecessarily. So he took to aeroplanes.

We shall all be interested to know if he intends to show his colours on the turf, and when. We shall all wish him better luck than his father.



King Edward VIII. as he is remembered by Australians. A happy snap taken during his tour as Prince of Wales.

grow disheartened, or take the recourse of common clay by changing his trainer. But he cut down his racing string on the score of expense—and no one blamed him.

Once, it appeared that he had an important race in his keeping. What's more, the horse carrying the

A few of the many friends of Mr. Lionel Dare foregathered at a cocktail party at the Club on Monday, 3rd February, to wish him "bon voyage."

* * *

We should say that it would be a distinction in itself to sit for an artist as gifted as Sir John Longstaff; but when the painting wins the Archibald Prize—as recently when Mr. A. B. (Banjo) Paterson was the subject for Sir John's brush—the distinction is doubled.

"Banjo" Paterson is a notable Australian in his realm—few are more notable as poets—and this triumph of artist and subject gives cause for national satisfaction. We trust that the painting will find a place in its rightful place—the National Art Gallery—as his volumes of verse are in the Mitchell Library.

* * *

We are sorry to record that Mr. Frank Moore, a director of Moorefield Racing Club, is a patient in hospital. He has given the sport fine service, and he has to his credit the greater honour of having served in the Great War.

Another in hospital, and to whom similarly we wish a quick and complete recovery, is Mr. J. A. Urquhart.

* * *

Mr. P. M. King, manager of the Martin Place branch of the E.S. and A. Bank, was tendered on January 31 a cocktail party in the club prior to his leaving for abroad. Good wishes of members will go with this popular gentleman.

Mr. E. J. Watt finds time to drop in at the club on occasions and therefore the success of his flying filly, Cereza, in the Adrian Knox Stakes at Randwick was regarded as quite



The above is a photograph of Mr. W. H. McLachlan, Jr., wearing the racing colours of the late King George V. This once notable rider is a member of the Club.

a domestic affair. The win was not exactly a profitable one for backers in general, for Cereza was just a certainty at a certainty's price. In the race she was even more so—she made her opponents look just cheap.

* * *

Down at the wharf to meet Mr. and Mrs. S. S. Crick and Mr. W. J. Bradley when the "Monterey" arrived were Mr. and Mrs. Lionel Dare, who had a double interest in the ship, as they are travelling on her on the return voyage to spend 4 months in New York. They are taking their baby daughter, Robin, with them. Mr. and Mrs. Crick and Mr. Bradley have been touring in New Zealand for three weeks.

* * *

Mr. S. E. Chatterton's green jacket, black sash, and red cap were carried by Barak at the Anniversary Meeting at Randwick for the first time. The club's treasurer and acting chairman will soon have a big interest on the turf in Barak, or appearances are very deceiving. Barak is beginning to carry the polish of inhabitants of Mr. Mick Polson's stable, which is enough to say for the time being.

* * *

Mr. Fred Williams has reason to look forward to the future with some pleasure with Billy Boy the cause. Fred has an enviable record with the horses of his lady patron, who races with "Miss Lorna Doone." First came Sylvandale, a horse that is a horse, Jovial Son was rather tardy in making good, but Billy Boy did not lag on the way unduly. This two-year-old should be almost a grand-slam performer.

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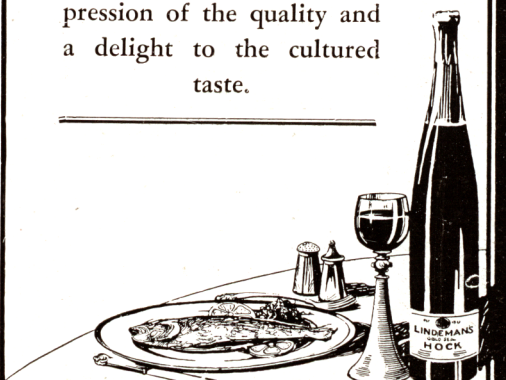
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The Olympic Games

What They Mean and Something of Their History

In a few weeks' time an Australian team will be selected to represent the Commonwealth at the XIIth Olympiad, to be held at Berlin in August of this year. So far as moderns know them, Olympic Games date from those held at Athens in 1896, but their origin goes back far longer than that. The name "Olympic" is derived from Olympia, a valley of Elis, in Greece, where were held the ancient Olympic Games, and historians can trace back to "Olympiads" (a Greek term to denote four years) in 776 B.C. and 780 B.C. In the history of the Games, there is much evidence of contradictory nature, but we can find complete data from 1896 when they were resurrected, and there is a story attached hereabouts worth the telling.

In 1893, Baron Pierre de Coubertin decided to try and build up the French race physically per medium of international sports. The need was urgent, as the Franco-Prussian war had left its mark on manhood of the day, and athletic stimulus was selected for the rebuilding process.

The Baron took his cue from the effects of the old Greek Games and modelled his campaign along similar lines. But, before taking any constructive move, he visited America and other nations to study closely and first hand various training methods adopted in each case.

Having satisfied himself on all points, the Baron, in 1893, sent an open letter to every known athletic body on the face of the Globe. The results were not at all hopeful in many cases; however, a meeting was called to be held in Paris in 1894 to discuss possibilities, and, to everyone's surprise, the numbers attending were far in excess of wild-est anticipation.

Matters proceeded so well that it was finally decided to hold the 1st Olympic Games in 1900, but when the various delegates returned to their respective countries and reported progress, it was decided that the first Games revival should take place in 1896, and, for historical

reasons, no objection was raised to their being held at Athens.

These "Games" were a huge success and during the next four years, the Baron and his confreres perfected an association which controlled the next Games, which were held in Paris in 1900. Without going into detail, the following nations conducted proceedings in the following years:—1904, U.S.A.; 1908, Great Britain, at London; 1912, Sweden; 1916, scheduled for Berlin, but prevented by world war; 1920, Antwerp; 1924, Paris, 1928, Amsterdam; 1932, Los Angeles.

At Amsterdam in 1928, over 50 countries were represented, whereas at Los Angeles only 39 countries competed. But the latter Games were by far the largest ever held, and the most successful from a record-breaking point of view. Old figures toppled daily, and the scheme of housing all nations in an Olympic Village was so eminently satisfactory that similar ideas are being followed at Berlin.

An Olympic representative is emblematic of amateurism of the very purest kind. Proceedings are steeped in tradition and on page seven is given the "Olympic Athlete's Prayer Before Action."

Over 50 nations are subscribers to the Games, which are controlled by a perpetuating committee made up from representatives of the countries concerned.

When Baron de Coubertin formed his first committee it was the idea that each member should serve for the term of his natural life, and in the event of death, the remaining members would select his successor. That idea still holds good, although it has become customary for nations to nominate when necessary, despite the fact that the committee will ultimately say yea or nay.

The "Olympic Congress" must not be confused as being part of the Games Committee. It is recognised by the latter, and meets every four years in between Games, and makes its recommendations, but, the Games are set by an organising committee which makes all

necessary preparations for staging, and, when completed, handed in turn to each competing nation which is responsible thereafter for its participation and entrants.

The German nation, at Berlin, has set down nineteen classifications and will include track and field athletics, swimming, weight-lifting, boxing, wrestling, fencing, shooting, pentathlon, gymnastics, cycling, rowing, equestrian sports, canoeing, yachting, football, field hockey, handball, basketball and polo.

The Olympic Insignia consists of five coloured circles, representative of the five continents of the earth—the North Americans, South Americans, Eurasia (Europe and Asia), Africa and Australia—linked in unity. The circles are coloured Blue, Yellow, Black, Green and Red, the colours contained in the flags of the nations of the earth. In addition, a spray of olive branch is interwoven through the circles. There are three words emblazoned thereon—*Altius*, *Citius* and *Fortius*—meaning Higher, Swifter and Stronger. Winners at Berlin will be presented with a garland of German oak leaves, which revives the ancient custom.

At the last Games held at Los Angeles the opening day was marked by the presence of over 2,000 contestants and 105,000 spectators.

The administering of the oath is the climax to the opening ceremony, which is then closed as the athletes, in reverse order of entry, file out of the arena.

Australians have tasted the fruits of victories against the cream of the world. Let us hope that more successes will follow in August next.

The Olympic Oath subscribed by every athlete is:—

"We swear we will take part in the Olympic Games in loyal competition, respecting the regulations which govern them, and desirous of participating in them in the true spirit of sportsmanship for the honour of our country and for the glory of sport."



Capstan Clock Series

PESHAWAR, PUNJAB. Peshawar, the Capital of the North-West Frontier Province, is located near the left bank of the Bara River, 11 miles from the mouth of the Khyber Pass, and was a Bhuddist capital in the second century. There is only one fairly wide street in the city, the Kissa Kahani, which starts at the Kabul Gate, and is dominated by the domed clock tower. Caravans come to the city annually from Kabul, Bokhara and Samarkand, bringing horses, fruit, silks, dyes, carpets and woollen goods.

*Other days, other ways—ancient lands and strange peoples—
how interesting to contemplate them through the pleasant smoke
wreath that follows—*

TIME FOR A CAPSTAN

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Monoplane or Biplane

In the early days of flying the design of aeroplanes was about equally divided as between the monoplane and the biplane. The monoplane seemed the most logical type taking an analogy from bird life, but the biplane offered a considerably larger lifting surface without increase in the overall dimensions of a machine and furthermore it could be more rigidly braced and was therefore stronger.

During the war, although monoplanes were occasionally used by the British services, notably the Bristol monoplanes, which proved very successful in the Near East, we relied almost entirely on biplane construction for our fighting and bombing machines. Other nations were not so hidebound, and both France and Germany made considerable use of monoplanes both for land machines and seaplanes. Germany it was who began to use, first in the Fokker fighters and later in the Junkers monoplanes, the very thick high lift wings which are an outstanding feature of modern monoplane construction.

The end of the war saw the monoplane still out of favour with the British Air Ministry and since the first civil machines were converted from military use the pro-biplane prejudice was carried on into civil aviation. It is only comparatively recently that monoplane construction has found favour for commercial machines and it is now beginning to be used for military aircraft.

For civil aviation the trend to-day is all towards the monoplane. Its use aids the demand for higher speed by eliminating the struts and bracing wires between the wings required by the biplane, and the thickness towards the wing roots needed by the unbraced monoplane wing to give it adequate strength provides convenient stowage room for the petrol tanks which would otherwise take up valuable space within the fuselage. Further the high speeds demanded to-day have made it desirable to arrange the undercarriage to fold when in flight so as to reduce the drag or wind resistance. The thin wings of the biplane do not afford adequate

stowage space for wheels and undercarriage struts but the deep roots of the monoplane wing give ample room in which to house wheels, undercarriage struts, and the gear which folds them up and down.

Thus it has come about that for civil machines the monoplane type is almost universally used in Germany, France, and the U.S.A. and this type has increased rapidly in England where the biplane arrangement was retained much longer than elsewhere.

Designers are now using highly tapered wings, broad at the root near the fuselage and narrowing towards the tips. Apart from the advantages offered by the thick monoplane wing for stowing petrol tanks and folding undercarriage in its wing roots the tapered form is lighter for a given area than a wing with parallel edges, it is also stronger and gives greater manoeuvrability. It is lighter because the load is concentrated near the wing root where the wing is broadest and thickest and this allows great stiffness in torsion to be obtained.

The trend towards the use of tapered wing monoplanes is most noticeable in the latest designs for civil aircraft from the largest air liners down to the smallest machine built for the private owner. From the big Short Empire flying boats and the Armstrong Whitworth land machines which are now being built

How the Former Type is Rapidly Gaining in Favour

to form the new fleet of Imperial Airways down to the little Swallow open two-seater built by the British Aircraft Manufacturing Company all latest machines have tapered wings.

It is surprising that although the monoplane has been increasingly favoured for civil work during the last few years it has not hitherto made much headway as part of the equipment of the R.A.F. This has been in part due to the lag which has, until recently, existed between the issue of specifications by the Air Ministry and the issue of machines built to those specifications for service use. This has often amounted to five years or even more.

The need for rapid expansion of the R.A.F. to meet our defence requirements has produced a welcome break from the old slow system which caused R.A.F. equipment to lag so far behind the latest designs, and in the future the monoplane is likely to take a much more prominent place in service armament. Already a number of tapered wing monoplanes are coming through for the service although two at least of these, the Bristol 142, which has a speed of almost 270 m.p.h., and the Avro Anson, were originally produced as medium capacity civil passenger machines. The tapered monoplane wing is also used on the big bomber transport machines, which have recently been produced to the order of the Air Ministry.

Olympic Athlete's Prayer

An Olympic representative is emblematic of amateurism of the very purest kind. Proceedings are steeped in tradition and here is given the "Olympic Athlete's Prayer Before Action":—

*"The torch that blazed o'er Elis plain, new-kindled, flames above,
And men foregather once again beneath the flags they love.
Ere yet we hear the strident word that spurs us on our way,
Steel thou our hearts, Most Gracious Lord, lend us thy strength this day!
From pride of race or tribe or creed, from sin of self-conceit,
From selfish thought or word or deed, from fear of fair defeat,
From rivalry that turns to hate, from sport no longer play,
From class dispute and harsh debate, keep us, O Lord, this day!
Keep thou our flagging spirits live, that, through thy boundless grace,
Each one, as in him lies, may strive in his allotted race.
As soon we strive for victory, help us to realise
Our real reward must ever be in striving, not the prize.
E'en now we face the rugged test, e'en now we crouch to start,
Help us, O Lord, to give our best—help us play our part!
From lands afar, a weary road, they've come in Friendship's name,
Help us, O Lord, to keep the Code—help us to PLAY THE GAME!"*

Where Do Coins Go?

The Strange Behaviour of Pennies, Halfpennies and Threepenny Bits after leaving the Mint

There is a universal demand for new money.

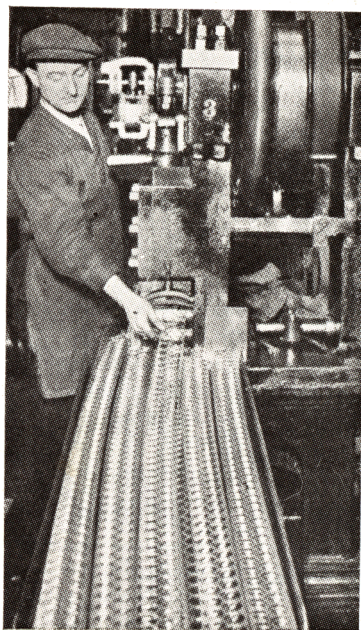
Few people, however, pause to consider why, after all, there should ever be any new money. The average number of new coins put into circulation since 1914 has been about 150,000,000 per annum.

It is true that certain coins are withdrawn when worn out, and that over a period of years the national wealth gradually increases, but these factors do not appear to justify the apparently ever-flowing stream of new money from the Royal Mint. What, then, happens to the millions of coins which are put into circulation every year? Nobody knows. The whole thing is a mystery.

Take, for instance, pennies. These homely coins, in pre-war years, were turned out steadily at the rate of about 30,000,000 or 40,000,000 a year. The war came, bringing with it a great rise in prices, and the public needed more money in its purse. The Mint, by working overtime, was equal to the occasion, and in the years 1914-1921 turned out no fewer than 750,000,000 pennies. But in 1921 a rapid decline in prices set in, the cost of living figures falling from 265 to 199. There was no longer a shortage of coin, but instead complaints were received from large users of copper that they had huge surpluses. The Gas Light and Coke Company, for instance, had 17,000,000 unwanted pennies, and one big bank is under-

stood to have had a surplus of 50,000,000.

In 1922, therefore, the Mint ceased to strike pennies, and for some years applicants for coppers were referred to those quarters known to have an abundance.



Money Making:—Long strips of "silver" from which half-crowns have been stamped—scene in the machine room at the Royal Mint on Tower Hill.

Some institutions urged that the Mint should buy back the pennies and so relieve the congestion. This the Mint refused to do, as the actual metal in a shilling's worth

of pennies was worth only about 2d., but as an act of grace, however, they agreed to accept at their full value all the "uncrowned" or "bun"—Victorian pennies, that is, those struck prior to 1895. This had little effect on the situation, as such coins represented only about 10 per cent. of the total, and the relief afforded would not have recompensed for the labour of examining and sorting great masses of coin.

In 1926, however, for some quite unaccountable reason, the demand for pennies arose again. It was fortunate, the reader will perhaps think, that so many were available to meet the public need, but no—these stocks had been silently absorbed, and even more had to be struck at the Mint. Starting in the autumn of 1925, the Mint managed to issue some 11,000,000 pennies before Christmas, and the average output for the next three years was something like 60,000,000 per annum—200,000,000 extra pennies. What then becomes of the pennies? Since 1860, after allowing for all bronze withdrawn, there has been a net issue of some 1,700,000,000 pennies. To allow six per head of the population would account for only about 250,000,000; double this liberal estimate to allow for error, re-double to allow for the stocks in banks and we account for 1,000,000,000. Where are the other 700,000,000?

Presumably they are lost, but no one knows.

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Farthings are curious little coins. They do not appear to be in general use, except by drapers, bakers, and a few other tradesmen, while in some parts of the country they are almost a curiosity. Yet there is a steady output of these tiny pieces of some 8,000,000 a year.

Since 1860, about 400,000,000 farthings have been struck. None have been withdrawn. Where then do the millions of farthings vanish every year? Again, nobody knows.

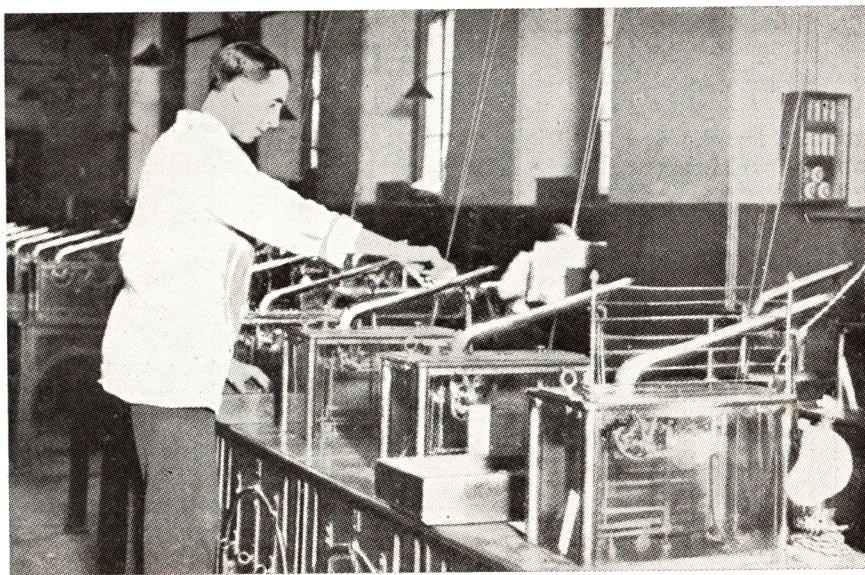
Threepenny bits are also interesting little pieces. They are the

was discontinued after a very short time.

Another curious aspect of our coinage is the ever-changing public taste in the matter of its money. Sometimes, for no accountable reason, the demand for one coin will fall while that for another will suddenly increase.

A few years ago the 1/- was our most popular silver coin, but recently it has yielded place to the 6d.

It may, or may not, have been a coincidence, but a few years ago the introduction on to the race-



A Robot at the Royal Mint:—The counting and weighing machine which automatically rejects coins that are either too light or too heavy.

bane alike of the 'bus conductor when tendered as a fare, and of the clergyman when placed in the collection plate. Yet during the past few years the annual output has averaged some 6,000,000.

The 5/- piece comes in for a modified share of popularity at Christmas because it makes such a dignified present. As a coin of the realm, however, the crown is not in great demand owing to its bulk. None were struck between King Edward's coronation year of 1902 and 1927. Since 1927 the output has been only about 5,000 a year, but the special Jubilee crown, struck this year, was issued in very large quantities. 150,000 were struck within a few weeks of the Jubilee.

The 4/- piece, introduced as an experiment in the golden Jubilee year of 1887, proved a failure. It

course of the "Tote", with its minimum stake of two shillings, was accompanied by a widespread demand for florins. This demand was promptly met by the Mint.

According to the latest figures available, the Royal Mint during the fourteen years 1920-1934 issued the following coins.

29,188	Crowns.
161,791,638	Halfcrowns.
147,320,141	Florins.
194,829,948	Shillings
135,302,826	Sixpences.
57,489,287	Threepences.
488,782,800	Pennies.
232,996,800	Halfpennies.
117,312,000	Farthings.

1,635,845,628

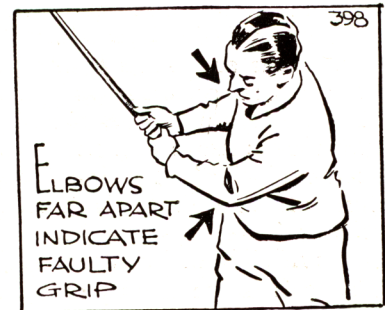
These coins represent silver pieces worth £51,000,000, weighing 5,500 tons; and bronze coins worth £2,700,000, weighing 6,000 tons.

GOLF FACTS

Not Theories

ALEX J. MORRISON SAYS:

So many golfers are troubled with "spread elbows," as illustrated in the accompanying sketch. It is a bad fault and unless corrected good golf is impossible.



The cause is always traceable to a faulty grip. Hands are placed on the club improperly and as a result work one against the other, with the right dominating. Correct body action is impossible under these conditions.

Grip the club correctly at the address, left hand well over, and keep the left arm close to the body during the backswing. Then the elbows will be in correct position during the backswing, at impact and follow through.

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The Best Foaling Age for Brood Mares

By A. Knight ("Musket")

A question that has given rise to considerable discussion in England and America of recent months is the best producing ages of brood mares. Some authorities believe in mating mares as early as three years, while the tables compiled by Herman Goos prove that better results are obtained at a later age, and that mares are actually at their best as winner-producers between the ages of eight and thirteen.

That this is the correct estimate can be seen from a diligent search of the ages of the dams of the winners of Australia's principal classic races, the A.J.C. and V.R.C. Derbies and St. Legers. It is not contended that old mares do not, at times, produce horses of the highest class. For instance, Cross-fire, a wonderful matron, who had 14 foals during her 20 years of stud life, was 22 years old when Alawa, winner of the Victoria Derby, was foaled. Bridesmaid, dam of the A.J.C. Derby winner, Trenchant, was 21; Juliet, dam of the A.J.C. hero of 1873, Benvolio, was 17; Cocoonut, dam of Trident, the winner of all four classics, was the same age; and so was Bonnie Rosette, whose son, Mountain King repeated Trident's performance in 1907-8. Then Martineta, dam of Richmond Main, who dead-heated with Artilleryman in the A.J.C. Derby and defeated that colt in the Victoria Derby, was 16 years old when he was foaled. On the other hand, the imported mare Lady Chester, foaled in 1870, produced the Derby and Melbourne Cup winner, Chester, in 1874, so that she was not three years old when put to the stud, taking into consideration the difference between the equine birthdays of both countries—January 1st in England and August 1st in Australia. It is, therefore, not impossible for old or young mares to produce outstanding racehorses.

But the following statistical facts prove conclusively that a mare's best offspring are, generally speaking, foaled when she is between six and fourteen years. As an illustration, here are the ages at foaling of the dams of the four classics mentioned. Unfortunately, owing to the ages of some of the early dams not appearing in the Australian Stud Book, it is impossible to give a complete list; but those of 287 winners' dams are sufficient to serve the purpose.

Dams' Ages.	Winners.
4 years	6
5 "	9
6 "	25
7 "	36
8 "	31
9 "	31
10 "	29
11 "	25
12 "	25
13 "	17
14 "	19
15 "	7
16 "	12
17 "	10
18 "	—
19 "	1
20 "	—
21 "	2
22 "	1

Divided into periods, these statistics disclose that 38 per cent. of the winners come from mares between the ages of four and eight, 44 per cent. between nine and thirteen, 17 per cent. between fourteen and eighteen, and 1 per cent. from 19 onwards. Thus it will be observed that 82 per cent. of Australia's classic winners are foaled when their dams are not more than 13 years old.

Statistics of Stallions.

As with mares, old stallions have begot performers of the first water when well on in years. Snowden was 23 when the Victoria Derby winner Suwarrow was foaled; The Peer was the same age when Darebin (Victoria Derby) first saw the light; and Sir Hercules was 22 at the time Coquette (A.J.C. St. Leger) "came to town." Sires 20 years old when their classic winners were foaled are:—Newminster (Newhaven), Panic (Commotion), Robinson Crusoe (The Officer), Sir

Hercules (The Barb), and Wallace (Patrobas). Newhaven was an exceptionally speedy colt, winning the Victoria Derby and Melbourne Cup of 1896, besides weight-for-age races at all distances up to three miles. Patrobas also won the Victoria Derby and Melbourne Cup, and the V.R.C. St. Leger as well. Regarding young stallions, Grafton and Ferryman were only four years old when their winners of classic races were foaled. Ferryman sired three at that age—namely, Charon (A.J.C. and Victoria Derbies) and Lamp-lighter (V.R.C. St. Leger); and Grafton—the V.R.C. St. Leger winner Grasspan, 1912; while Bill of Portland, King of the Ring, Mari-byrnong, and Saltash were only five when their classic representatives Bobadil, First King, Hamlet, and Strephon respectively were born. So that both young and old stallions can become sires of horses of class. However, the following table (based as in the previous table, on the A.J.C. and V.R.C. Derbies and St. Legers) shows that the best results are obtained when sires are between seven and twelve years of age:—

Sires' Ages.	Winners.
4 years	4
5 "	13
6 "	18
7 "	27
8 "	40
9 "	29
10 "	41
11 "	14
12 "	19
13 "	18
14 "	15
15 "	18
16 "	12
17 "	12
18 "	7
19 "	4
20 "	6
21 "	—
22 "	1
23 "	2

Taking periods of four years, 62 winners were foaled when their sires were between four and seven years old, 124 between eight and eleven, 70 between nine and fifteen, 35 between sixteen and nineteen, and only 9 between twenty and twenty-three.

Tabulated Results.

For a very long time there has been a popular belief that the best results are derived from the mating of a young mare to an old sire, or an old mare to a young sire. That this is a fallacy becomes apparent when the following results, based, like the others, on the four classic races up to the end of the last

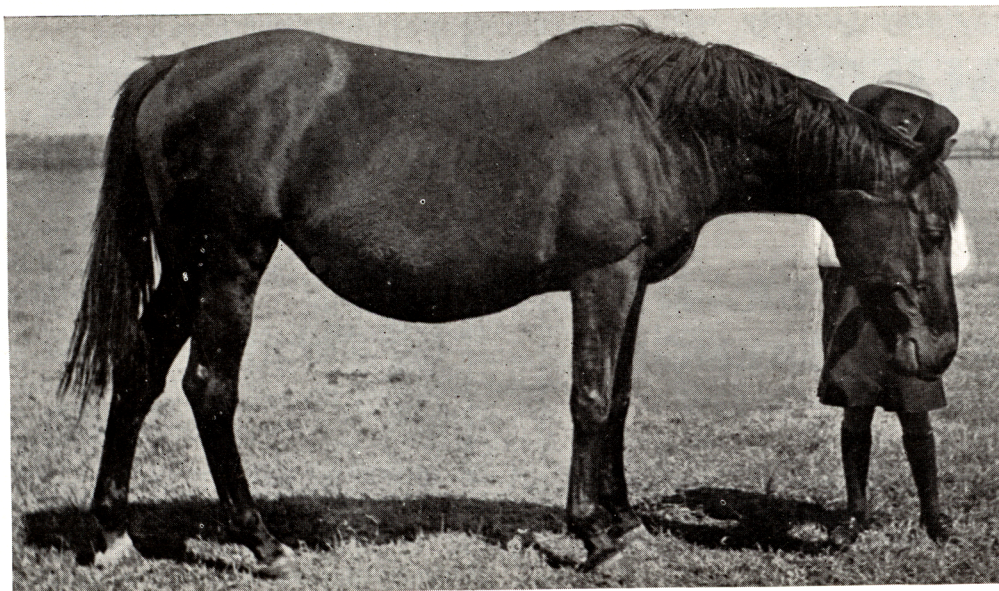
ages of the parents differ more than seven years. There are exceptions of course, but the figures given in the table above this paragraph will show that the best plan is to be guided by the experience of the past.

Below is a list of a dozen champions of the past—nine in England, Ireland, and France, and three in Australasia, together with their ages:

Here are the principal two-year-old winners of the present season in Australia, together with their breeding and ages of parents:—

A.J.C. Breeders' Plate—Gold Rod, by Chief Ruler (1920)—Oreum (1922); difference, two years.

A.J.C. Gimcrack Stakes—Spirits, by Tippler (1921)—Joan Clare (1920); difference, one year.



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A queen of the Australian turf, winning 25 races, with 12 seconds and 4 thirds from 44 starts, her stake-earnings totalling £16,690. She was by the Musket horse Trenton from Insomnia, by Robinson Crusoe, and died in September, 1923, when 27 years old. At the stud she produced Night Watch (Melbourne Cup), Blairgour (Caulfield Futurity Stakes), and other good performers.

V.R.C. Spring Meeting, are taken into account:—

Winners.	
Sire and dam of same age	10
One year's difference	37
Two year's difference	46
Three years' difference	53
Four years' difference	23
Five years' difference	35
Six years' difference	16
Seven years' difference	25
Eight years' difference	9
Nine years' difference	9
Ten years' difference	5
Eleven years' difference	6
Twelve years' difference	6
Thirteen years' difference	4
Fourteen years' difference	3
Fifteen years' difference	1

On these figures it would seem that between one and seven years' difference, the results are immeasurably better than at any other difference of age, and any reader of these conclusions, should he have the ambition to own a horse of class, will find it to his advantage never to buy a yearling when the

	Sire's Age Years	Dam's Age Years	Difference in age Years
Matchem (1748), by Cade (1734)—Partner mare (1733)	14	15	1
Herod (1758), by Tartar (1743)—Cypron (1750) . .	15	8	7
Eclipse (1764), by Marske (1750)—Spilletta (1749), Gladiateur (1862), by Mon- arque (1852)—Miss Glad- iator (1854)	14	15	1
Barcaldine (1878), by Solon (1861)—Ballyroe (1872), Bend Or (1878), by Don- caster (1870) — Rouge Rose (1865)	10	8	2
St. Simon (1881), by Galo- pin (1872)—St. Angela (1865)	17	6	11
Ormonde (1884), by Bend Or (1878)—Lily Agnes (1871)	8	13	5
Isinglass (1890), by Iso- nomy (1875)—Deadlock (1878)	9	16	7
Carbine (1885), by Musket (1867)—Mersey (1874) . .	6	13	7
Gloaming (1915), by The Welkin (1904) — Light (1907)	15	12	3
Phar Lap (1926), by Night Raid (1918)—Entreaty (1920)	18	11	7
	11	8	3
	8	6	2

V.R.C. Maribyrnong Plate—Fidelity, by Constant Son (1925)—Wolverine (1919); difference, six years.

A.J.C. December Stakes—Bonnie Legion, by Legionnaire (1923)—Bonnie Marjorie (1924); difference, one year.

V.A.T.C. Gwyn Nursery—Arabian Night, by Eastern Monarch (1920)—Starry Night (1924); difference, four years.

By the time the autumn meetings have been decided it may be found that there are better two-year-olds than any of those cited above; but those to show outstanding form so far are from parents whose ages do not differ more than six years.

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Pool Splashes

Great Contest for "Dewar" Cup

With four months of the swimming season passed by, the keen interest of the club members in the contest for the "Dewar" Cup is amply shown by the fact that six point cover the leading ten contestants.

Sammy Block, last season's winner, is again in the van this year, and if he can hold his advantage to the end he will be able to call the valuable cup his own.

Further interest in the coming months is added by the opening of this season's "John Samuel" Cup series, especially as this is the final round for outright possession of the trophy.

Racing continues to be exciting with winners hard to pick, so it's no wonder that Hon. Handicapper John Gunton wears that smile that won't come off.

Absence from two races last month has cost Carl Bastian his "Dewar" Cup leadership, and Cuth. Godhard, who has not gained a winning bracket for a donkey's age, after being favourite for the 100 yards final, could only land third place.

That was surprising, too, for a fortnight's holiday in N.Z. had Cuth. looking as fresh as the proverbial daisy.

"Pete" Hunter has been an absentee for quite a few weeks, and we wonder what has happened to John Buckle and Jack Pooley, while last season's enthusiast, Alf. Rainbow, has only saddled up once.

Maybe the handball was too much for Alf.

Talking of handball reminds that this game must be grand training for Brace Relays, for, following "Billy" Williams' almost unbeaten record in such races, Bill Tebbutt has carried on the good work with a win and a second in the two Brace Relays in which he has competed.

A snappy swimmer seen in the Pool recently is accountant Winston Edwards, ex-Hon. Sec. of the Spit Club, and it won't be long be-

fore he is putting on some sparkling sprints to beat our stars.

"Eddie" will certainly be an acquisition to the Swimming Club, and we welcome him.

"Dewar" Cup.

Last month's racing saw Carl Bastian deposed from leadership in the "Dewar" Cup series, last season's victor, Sammy Block, being now on top.

But there is a long way to go before the numbers go up, and any one of a dozen of the competitors could win quite easily.

Previous winners in Alec Richards, Hans Robertson and Cuth. Godhard are all within six points of the leader, so there is no knowing what will happen before July.

The points to date are:—

A. S. Block 21, V. Richards 20, C. Bastian 18½, J. Dexter 17½, M. Murphy 17, A. Richards 16, C. Tarrant 16, C. Godhard 16, H. Robertson 15, G. Goldie 15, E. Dermody 13, K. Hunter 10, T. A. J. Playfair 10, L. T. Hermann 10.

"John Samuel" Cup.

By the time these notes are in print the first of the "John Samuel" Cup series will have been held over 40 yards Backstroke, leaving the 40 yards Breaststroke, 220 yards and Diving contests yet to be held.

While it would not be possible for any member who only joined the Swimming Club this season to win the Cup the conditions provide that the scorer of most points in the four events of this season shall be awarded a trophy.

The Cup has already been up for competition for two seasons, and at the end of this year the competitor who has gained most points over the three seasons will be awarded the handsome trophy.

To show those who are in the running the points total is given hereunder:—V. Richards 17, J. Dexter 17, K. Hunter 16, A. Richards 13, A. S. Block 10, C. Godhard 9, S. Carroll 6, H. Robertson 5, P. Hernon 4, L. Rein 4.

Points in this series go towards the "Dewar" Cup Competition, but are not included in the monthly Point Score.

Point Score Races.

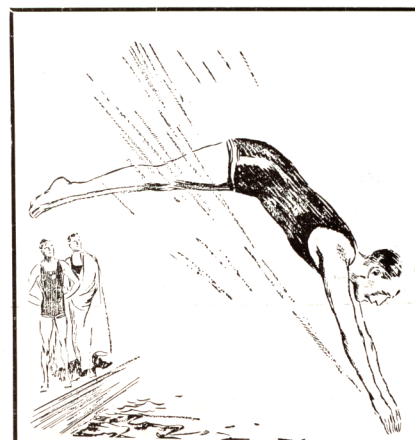
Since the last issue of the magazine races held resulted:—

9th January, 80 yards Brace Relay: A. S. Block and V. Richards (46) 1, W. Tebbutt and C. Tarrant (47) 2, A. Richards and M. Murphy (50) 3. Time, 43 4/5 sec.

16th January, 60 yards: A. Richards (34) 1, H. Robertson (31) and J. Dexter (36) 2. Time, 33 2/5 sec.

On 7th January the final of the 100 yards handicap, heats of which were held on 19th December, resulted:—J. Dexter (70) 1, C. Tarrant (75) 2, C. Godhard (75) 3. Time, 68 1/5 sec.

The December-January Point Score ended:—A. S. Block, 9 points, 1; J. Dexter, 8½, 2; A. Richards and C. Tarrant, 8, 3.



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Will Hollywood Move to England?

(Frederick L. Collins)

Reprinted from "The Reader's Digest"

For reasons which may have more to do with politics than with pictures, England is making big financial inducements to actors, producers, and movie companies to leave California flat and make pictures across the sea. At the same time California is taxing the movie industry almost into its grave. So, speaking practically, the boys and girls in Hollywood are asking themselves: "Why shouldn't we move to England?"

Picture makers aren't native sons. They went to California originally for the climate. Now they don't use the climate. If they need a forest, they build it in a studio. If they need any particular forest, mountain or city, they get it by the new process backgrounds without taking their actors off the lot. Hence, they will move wherever the moving—and the money—is good; and right now England is such a place. England has the studios, the directors, the technicians, the financial backers and the *will* to take motion-picture leadership away from the United States; and within two years, unless we do something definite about it, she will do it.

Perhaps we should take some responsibility for this. We "fell" for the British accent in films. We "fell" for foreign actors: we said the men had a distinction our movie actors lacked; the women, a glamour. We accepted as our own so many foreign players that without them it would now be impossible to cast enough pictures to keep the Hollywood studios open.

These foreign-born and foreign-bred celebrities have no intention of becoming American citizens; they have come to this country to work until they have enough money to retire and go home. If England offers them greater inducements they will move.

As a matter of fact this removal is already under way. Elstree, in Hertfordshire, is now a thriving centre of motion-picture production. Nearby Denham and Iver Heath are following speedily in its footsteps.

In two years, based on this year's progress, there will be enough modern plants in these three towns to make the motion pictures of the world.

To do this England is calling home its own. Within the last few months Charles Laughton, George Arliss, Leslie Howard, Merle Oberon and others have broken away from Hollywood to make at least one picture in their native land. England is calling also those actors who, although born in America, are as well known abroad as here. Add to these the English-speaking foreign stars who have not come to Hollywood but who have a definite following in America and you have approximately half of the front-rank motion-picture talent of the world. *This half and a good bit more England can, by very little additional effort, make exclusively her own.* There is every indication that she will make this effort.

Our own Government has consistently handicapped the makers of pictures. At this writing, the Securities and Exchange Commission, the Senate's McAdoo Committee, the House's Sabbath Committee, the Census Department and the NRA are all investigating the motion-picture industry. And California has just enacted a soak-the-movie-rich taxation programme.

The British Government thinks differently about these things. The British thinking runs something like this: America has made the best pictures; these pictures have been shown everywhere; their influence has tended to Americanise the world; hereafter England will make the best pictures; her pictures will be shown everywhere; their influence will tend to Anglicise the world.

The British Government may not be extending a direct subsidy to English picture producers, but indications are that somebody high in authority must be guaranteeing the backers of British films against ultimate loss—possibly through a remission of taxes.

Just as our English friends have been drawing on the supply of Hollywood actors, so they have been getting our writers, cameramen, technicians and directors. As a result, the best English pictures are now every bit as good as the Hollywood product. Significant of the present trend is the fact that recently Robert T. Kane, representing Twentieth Century-Fox, sailed for England to arrange for the production there of 10 pictures, starting with George Bernard Shaw's *St. Joan*, and involving a total expenditure by *someone* of 5,000,000 dollars.

The inescapable answer to the question, "Will Hollywood move to England?" is that it is already on its way!

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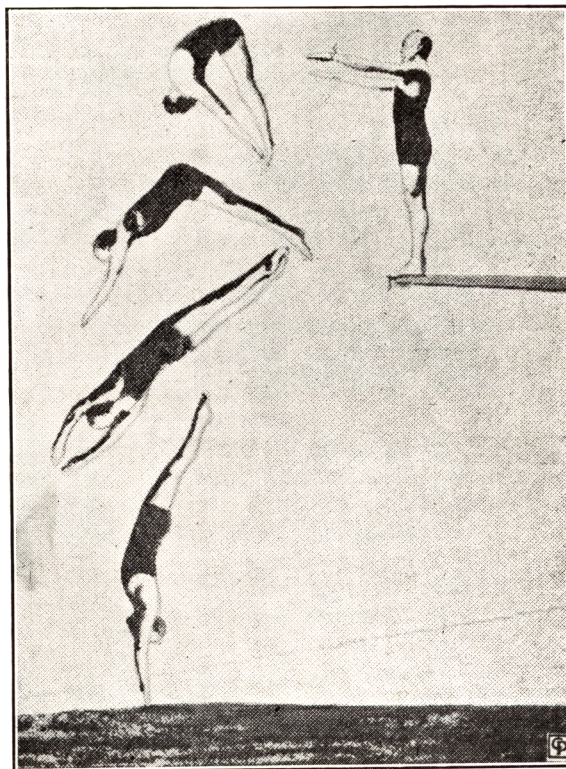
The body is carried upward and outward and as the body starts to descend the arms are brought above the head and a half twist is made, making the entry into the water the same as in the backward dive.

The body should be slightly arched, arms straight above the head, hands touching each other in line with the body, head well back,

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MOTORING

A General Census of Improvements —
Anticipations of Trade — The Car as a
Necessity.

Motor experts throughout the world have been busy during the past few weeks taking stock of performances in all cars during 1935. Not with an eye to speed, but in relation to construction, comfort, general appearance and the like. In short, a minute overhauling of every essential part allied to price.

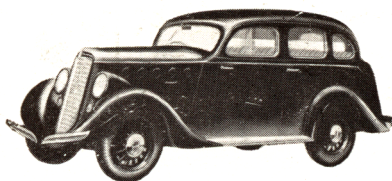
Running through data relative to over seventy-five different makes, it is found that the past year showed unmistakable tendency among engineers to increase the size of engine. Strangely enough, the slightly larger engine was produced at slightly lesser cost, and its general efficiency was improved considerably.

Acceleration was given much thought, and in second gear, the speed from 10 to 30 m.p.h. showed great advancement. To the casual owner, this may seem of small importance, but experienced drivers can vouch for the fact that the extra bit of "pep" when wanted very often saves trouble and obviates a jamb in heavy traffic.

The modern car has a braking system which is almost perfect in every way. At Brooklands, for instance, where it is laid down that a car must come to dead stop in 30 feet at 30 m.p.h. speed (theoretical 100 per cent. efficiency) practically every car of seventy-eight tested returned the correct figure. In this regard, it is interesting to note that British, American and Continental cars were put over identical tests. The Continental cars in the main run on an appreciably higher back axle ratio to the British car, which, for practical purposes, has remained the same, tending to reach 5 to 1 exactly.

There were very exacting tests conducted by impartial judges and some of the results were astounding. The Willys, for instance, showed remarkably well in its class, while the Hotchkiss Paris-Nice Saloon recorded outstanding performance right through.

Taken by and large, the general improvement has been pronounced, and, with exhaustive tests going on all the time, we may confidently expect our 1936 purchase to place in the discard the best performances of cars in previous years. Gradually, engineers and architects



are dovetailing to better purpose, with the result that the finished article not only presents a more sturdy conveyance, but the graceful lines are restful to the eye, give a feeling of added pleasure allied comfort and speed not even dreamt of but a few years back.

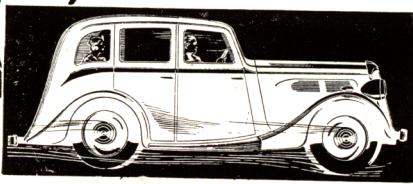
Huge Output.

If everything runs to schedule, 1936 will prove a record year for the world output of motor cars. Calculations propounded along accepted lines indicate that no less than 6,000,000 cars will not only be built, but also sold.

That the figures quoted might well be realised can be gathered from the fact that in Australia, as in all other parts of the world, the car has developed from being in the "hobby" class and ultra mode of transit, and has become an all-the-year-round method of business pursuit and general utility.

Motoring is no longer a luxury to be enjoyed only at odd moments or week-ends, but has proved itself to be safe and, broadly speaking, economical at all times of the year. In short, it has become a necessity to the private owner as well as to the man of commerce.

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HABANA, CUBA

DIAZ, HNOS Y CA (SUCESTORES)

The finest Cigar Leaf in the world, is grown on the Island of Cuba, and the pick of this leaf is produced in a small area in the west of the island known as Vuelta Abajo.

It is from this area that the leaf used in the manufacture of the famous FLOR DE A. ALLONES Cigars is grown.

FLOR DE A. ALLONES Cigars are grown, blended and manufactured in Havana. They are recognised by connoisseurs throughout the world, as the most perfect cigar, their quality never varying.

THE FLOR DE A. ALLONES Cigar is produced in eight shapes, the craftsmanship and quality of each being perfection itself. FLOR DE. A. ALLONES are Imported direct from Havana, by TATTERSALL'S CLUB.

Representatives

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